

The Omineca Miner

VOL. I, NO. 6.

HAZELTON, B. C. SATURDAY, OCTOBER 7, 1911.

PRICE \$2.00 A YEAR

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No. 6.

To Remodel Our Tax System

When Premier McBride stated that his government intended to reform the system of taxation in British Columbia, he evidently meant what he said. Following his pronouncement came the appointment of the special commission, composed of prominent and capable men, which is now engaged in investigating industrial and general conditions as affected by taxation, with the object of preparing a report which will serve to guide the legislature in changing the system. At the Vancouver sittings of the commission the witnesses denounced the personal property tax and the poll tax. Vancouver itself is getting along very well with what is practically a single tax on land values, and its citizens would naturally like to see the provincial system changed to conform with their plan. It is not probable that so radical a change as the repeal of the personal property tax will be made in the prospective legislation; but there is little doubt that the government will take action on the demand for the abrogation of the poll tax. The only reasonable argument in favor of its retention is that it compels aliens and others who have no interest in the province beyond their earnings to contribute to the funds of the province. We believe the government may be relied upon to give the province a more equitable tax law than that at present in force. Conditions have changed greatly since the present law was adopted, and the McBride administration is too progressive to adhere to outworn systems when there is no necessity for their retention.

The First-to-Hazelton Motor Car

That the Pacific Highway, a modern roadway extending from Tia Juana on the Mexican border to Hazelton, is not a mere dream of the future is now apparent. On Wednesday there arrived in Hazelton the advance guard of the great army of automobile tourists, in the person of P. E. Sands, a Seattle motorist who succeeded in coming through from the Sound city to this point in a 20-horsepower car, following the line of the projected highway. The feat he performed was a notable one, and will not only redound to his credit and that of the car manufacturers he represents; but will also serve to direct the attention of all motorists—a most important section of every civilized community—to Hazelton and the Omineca district. The papers of the coast cities have been devoting pages of space to accounts of the trip, and the advertising this part of the country is receiving in consequence cannot fail to prove of great benefit in bringing Hazelton into prominence. It was most fitting that the people of the Bulkley valley and the citizens of Hazelton should mark the arrival of the car by the reception and banquet which they tendered to Mr. Sands on Thursday evening.

Our Coal Fields Are Immense

In recounting the potentialities of this district, our "boosters" have hitherto laid but little stress on the vast supply of coal which is being exploited in the various fields of Omineca district. The proximity of the silver-lead and copper mines which are making such an excellent showing has tended to keep the possibilities of the coal measures somewhat in the background. Developments of the last few months, however, have made it evident that in the future the district will owe not a little of its importance to the coal mines which will be developed at Groundhog, where there are apparently inexhaustible supplies of anthracite which compares most favorably with that of the Pennsylvania fields. There are other coal fields in the Bulkley valley and on the Copper river which bid fair to make their mark. The mining and transportation of the coal, and the industries which will follow the development of the mines, will undoubtedly add much to the importance and prosperity of Hazelton and Omineca district in the years to come.

Omineca Trail Needs Improvement

The historic trail which leads from Hazelton to the Omineca river placer district has been much used this season, a constant succession of pack trains leaving Hazelton loaded with supplies for Babine lake, Tatla lake, Manson creek and other sections where miners, prospectors and surveyors are busy. Since the days of the first Omineca rush, when thousands of miners flocked to the placer diggings of the district, there has not been so much traffic over the old trail, and its deficiencies have made themselves obvious to a great many men, with the result that an effort is being made to secure an appropriation for the improvement of the trail. The Omineca river country and the intervening districts will in the future add greatly to the wealth of the province, and it is only right that the provincial government should take cognizance of the necessity for improved means of access to a section of country presenting so many possibilities of development. We are confident the Minister of Public Works will give heed to the representations of those interested in the district reached by the trail, and will provide for improvements which will make the trail passable throughout its length of 180 miles. It is also necessary that a wagon road should be built from Tatla lake to Manson creek, a distance of approximately 80 miles. This will enable the men who are installing hydraulic plants on tributaries of the Omineca to get their machinery through to the leases.

The Albanian Trouble

The war between Italy and Turkey is directing world-wide attention to the Mediterranean and the appanages of the Turkish Empire. There has just appeared in the Economist, an authoritative English periodical, an article so timely and apropos that we reproduce it in full for the benefit of readers who wish to know more about the nations which are likely to be engaged in the impending conflict. The writer says:

"Get a large map," was Lord Salisbury's advice to students of foreign politics, and the Albanian affair is an opportunity for its application. The situation is obscure; but there are some geographical facts which throw light upon it, and the principal, perhaps, is the political geography of the bays and islands of the Dalmatian and Albanian coast.

News from Albania is at all times untrustworthy; the Albanians themselves have no means of giving their own account of events. It is particularly so in times of strife; but there seems to be little doubt that the seven tribes of the mountains of Northern Albania—collectively, the Malissori—are involved in a war of extermination with the Turkish army. The new broom of Young Turkey is seeking to sweep away the practical autonomy which the tribes have preserved from time immemorial against Greek emperors, Slav barbarians, Norman barons, Venetian admirals and Ottoman sultans. Little success has crowned the Turkish arms in their open conflicts with these untamable mountaineers. The Ghag's sole interest and lifelong study is guerilla war, and if it could ever be said of a soldiery that it was invincible, it could be said of these haggard mountain hawks, to whom the crags and gorges of a land which has to the Turks all the terrors of Eblis are as familiar of a fireside. But large numbers of the men, women and children of the tribes are surrounded in marshes of the Bregumatia, and are dying quickly of fever; others are surrounded on the heights, and are dying of hunger. A few miles off the Malissori of Montenegro, a small but active section of the population of the little state, are watching the extermination of their race. It is easy to understand, therefore, that the situation is like a charged mine, and that Montenegro is a percussion cap. Will King Nicholas maintain neutrality while the Turks establish an efficient military occupation of his frontiers—hitherto protected by the practical autonomy of the Ghags? What Powers are interested to restrain him or to spur him on to intervene? The answers must be sought, it seems, on the eastern littoral of the Adriatic. That the Powers think so themselves is obvious to the traveler; as he steams along that coast of stony islands, brown mountains and blue bays, he sees warships from Austria, Italy and Russia wheeling and prowling up and down. Turkish torpedo-boats the while, with new-found efficiency, shepherd the movements of barges laden with troops, passing now from the northern ports to face fresh insurrection amongst the quieter tribes of Epirus and the south.

A factor in the situation which is often forgotten is the strong interest of Italy in this opposite coast, which runs parallel for so great a distance to her own, and so near that a few hours' steam will bridge the gap at any point. Sentiment still counts for much in the politics of a nation which owes its independence or its unity to the strength of an emotion, and historic sentiment binds Italy to Dalmatia and Northern Albania. She cannot forget the centuries of the magnificence of Venice, when Italian admirals set sail from the Riva dei Schiavoni, the Slavs' quay, to rout the Slav pirates out of their Dalmatian strongholds, and Italian soldiers and statesmen held and ruled the coast from Zara to Corfu. The monuments of their sway are there to keep those memories green. At Spalato, at Cattaro, in many a narrow alley of the steep seaport towns, the Lion of St. Mark can still be seen on old fortifications and over palace doors. At Cebenigo a hidden church survives, shining with marble from the hands of the craftsmen of the golden age of Venice, the artists of the Gesuiti. At Corfu the black buttresses of the seaports—which, crowned with cypress and olive, are now the town's chief ornament—show the limit of the power of Venice,

and the point at which its grip closed upon the throat of the Adriatic. But there are more practical and living elements in Italy's interest in the eastern littoral. The trade of Dalmatia, and to a less extent of Albania, is in Italian hands. In the babel of tongues which is heard Italian is the language of commerce. In Dalmatia the officials and the garrisons speak German, and the common people Croat or dialects of Slav. In Albania Turkish is the official language, and Albanian is that of the country folk, with Greek to help them out when you get as far south as Epirus. But everywhere the shopkeepers and traders are Italian, and Italian is, so to speak, the civilised speech upon which men of different race fall back when they have arrived at the extremities of misunderstanding. The small coasting trade is in the hands of the bragozzi of Brindisi, Ancona and Bari, the heavy barges with their orange sails which fit backwards and forwards, bringing the produce of a rich land to one arid, unfertile and poor. The chief markets of the mountainous district which stretch back from the coast are along the quays of the little seaports. The bragozzi arrange themselves there in order, and the skippers sell their merchandise of meat, fruit and vegetables from booths improvised in the stern. Any money passes—Austrian, Hungarian, Italian, Greek or French—and in the rapid miscalculation of exchanges the nimble-witted Italian finds an extra source of profit at the expense of the puzzled mountaineers. Of more obscure political influences in Montenegro or the cities of Epirus nothing need be said here. On the surface, it is clear enough to the seafarer in these parts that the civilization of the coast, such as it is, comes from Italy. It is so, even in Dalmatia, where the civil government is that of Austria-Hungary—no feeble engine.

The special interests and anxieties of Austria become, perhaps, most apparent at Cattaro. She, the bearer of so many unremunerative burdens, has made herself responsible for the government of the coast down to this point. As far as her rule extends she has brought civil order and good administration, and the sharp Italians have cut in from across the Adriatic to reap the material fruits of her achievement. In the Austrian ports there are good quays, fine buildings and the beginnings of railways and industries. As soon as Turkey begins there begins, too, the picturesque filth of Asia and the Middle Ages. From Cattaro to Durazzo is a voyage of only 70 miles or so, but of seven centuries. Austria may well be proud of her achievement, and justly consider herself entitled to

maintain her ground. Cattaro is the difficulty. Montenegro has also some claims to be proud of herself, and, geographically and ethnographically, Cattaro is on Montenegrin ground. The harbor is a matchless one. Ships approaching it steam for an hour or more up a deep blue fjord of many branches, where there is safe anchorage for every ship in the Mediterranean. At the end lie the quays of the little port, as upon the shores of a lake. The town is still but a handful of ancient houses and Greek churches huddled under mediaeval city walls, but it is capable of becoming, and perhaps destined to become, the most popular pleasure resort and most prosperous port of the eastern coast. Above the town and round the bay, commanding it, runs a sharp mountain ridge, and along that ridge runs the Montenegrin frontier. Behind lies Cetinje, the capital, ten times nearer to the Austrian outpost than to the miserable open roadstead of Montenegro. Antivari. How, then, can there be any identity of policy between Austria and the little state, the cream of whose territory she has skimmed? Walking from Cattaro a few miles up the hill to the Montenegrin frontier, a traveler meets a guard of mountaineers sitting on their eyrie, gazing out over the long inlet, their birth-right, where the black and yellow flag is flying. The sight teaches him to understand the traditional alliance between their land and distant Russia, and why Austria is not likely to encourage their King to mix himself and his army with troubles which disturb the status quo.

In such wise are the neighboring nations playing their parts on the shores of the Adriatic—Austria with much to lose, Italy with much to gain, and Montenegro a lucifer match in the powder magazine. Great interests are involved, but, after all, none can be greater than that the Ghags should be preserved from ruthless extermination. To see them quickens sympathy, and gives substance to an abstract dislike for ravage and massacre. Physically the finest race in Europe, in character the most abnormal, they are a possession Europe can ill afford to lose in these days when civilization tends to eliminate all special characteristics, and all peculiar distinction with them. On the one side is the Ghag, six foot six in his baggy breeches, a leopard in body with the spirit of an eagle; on the other is the Turko-Circassian pasha, pallid of countenance, rounded in outline, the embodiment of flabbiness. This corpulent person is using his conscript army to commit barbarities in the interests of racial domination, barren uniformity, and the ex-

[Continued on page 8]

For a good Book or Magazine

go to

Adams' Drug Store

The Choicest Stationery, Chocolates and Imported Cigars.

J. Mason Adams
DRUGGIST
Hazelton

Royal Soft Drinks

are made here — "None better made anywhere"

Try our **Ginger Ale**
Lemon Soda
Cream Soda

On Sale Everywhere
Royal Bottling Works
Hazelton, B. C.

The Coffee House

Where everything is well cooked and appetizing.

Our Pies, Cakes, Cookies, Doughnuts, Bread and Buns, are the best.

Try a pound can of our Special Blend Coffee. There is none better anywhere.

Hazelton Bakery
Opposite Hazelton Hotel

Quality Right

SARGENT'S

Prices Right

Automobile Scarfs

The latest and most sensible fad of the season is the Automobile Scarf. We have just placed on sale a large and varied assortment, in which you will find one to suit you.

Mackinaw Suits

For the cold weather which will soon be here Mackinaw Suits are the proper thing. Ours are of the best material and manufacture.

Wagon Covers

The rainy season calls for wagon covers, which are exceedingly useful, being convertible to many uses. We have all sizes.

Buggy Robes in variety

The Famous Penetang Shoe Pacs

R. S. SARGENT

Hazelton

GENERAL MERCHANT

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Phillips & Lindquist
Builders and Contractors
Plans and Specifications, Store and
Office Fixtures a Specialty.
P. O. box 812 Hazelton

For Sale Cordwood

Sawed in Stove Lengths if so
desired

Enquire of
H. COPPOCK, Hazelton

The Fast Launch "Kit-Ex-Chen"

Sealey-Hazelton
Route

Leaves Hazelton at 9 and 11 a. m., and
8:30 and 6:30 p. m.
Leaves Sealey 9:30 a. m., and 1, 4 and
7 p. m. Express Service.

O'Neill & Larocque, Props.

Hotel Premier

Prince Rupert

It is the best place to
stay. European and
American plan. Electric
lights, hot and cold run-
ning water on every
floor. No extra charge
for bath. :: :: ::

Rates: \$1 to \$3 per day
Fred W. Henning, manager

For Fine Cigars, Cigarettes
and Tobaccos go to

G. T. P. Cigar Store and Pool Room

Soft Drinks, confectionery,
Books and Magazines

Baths In Connection

J. B. Brun, - - Proprietor

WORLD'S NEWS OF THE WEEK

Recent Happenings—Topics
of General Interest Covered
in Condensed Form

WHAT THE WORLD IS DOING

United States May Take Over Alaskan
Railways and Terminals—Canada's
Bumper Wheat Crop—New C. P. R.
Steamers—Arizona and New Mexico
Made States

The gold output of the Yukon
will be in excess of \$6,000,000.

The Pope's condition of health
continues to give his physicians
great anxiety.

Forest fires have done immense
damage to timber in the heavily
wooded Exploits river district in
Newfoundland.

The Dominion government is
building a \$20,000 rifle range at
Nelson. This will be one of the
finest ranges in Canada.

Arizona and New Mexico are
to be admitted to statehood.
The measure providing for their
adoption as states eliminates the
recall of judges from the consti-
tution of Arizona.

Dazed and unable to account
for his strange actions, Daniel
Foley, wealthy Spokane mining
man, who disappeared from Oak-
land the night before he was to
marry Miss Mollie Nagel, was
found by the police in San Fran-
cisco.

A resolution has been offered
in the United States senate by
Senator LaFollette of Wisconsin,
declaring it is the sense of the
senate that the government
should own the railroads of
Alaska, together with their ter-
minal facilities.

M. N. Devault, a prominent
chicken raiser, after years of ex-
periments, has succeeded in de-
veloping a breed of chickens of
which the hens are yellow and
the roosters white. He crossed
Buff Cochins with another breed
which he won't name.

A striking object lesson in the
value of steel cars was afforded
when the Chicago flyer on the

Pennsylvania railway was wreck-
ed near Fort Wayne. The train
dashed off the track at 50-mile-
an-hour speed, but the steel Pull-
mans were not smashed and all
passengers were saved.

The Kettle Valley line has just
awarded a contract for the con-
struction of a 40-mile section from
Penticton at the south end of
Okanagan lake westward to Aus-
prey lake summit. Grading out-
fits have already been shipped to
Penticton and grading will be in
progress within a few weeks.

It is apparent from reports
sent out by correspondents in the
wheat-growing provinces that
the western Canada wheat crop
of this season will be the finest
on record. Fifty per cent of the
districts reporting average bet-
ter than 25 bushels to the acre.
The total crop runs near 220,000,
000 bushels.

The C. P. R. has placed orders
in England for the construction
of two splendid steamers for the
Vancouver-Hongkong trade. The
vessels will be 595 feet long, of
16,000 tons, with 17,000 horse-
power, and will be required to
maintain an average speed of
eighteen knots. They will cost
\$2,500,000 each and will be ready
in January next.

Zinc producing mines in the
Slocan district are resuming
operations on a large scale, ac-
cording to recent reports. The
renewal of activity is due to the
announcement that plans have
been prepared for the erection
of a plant to treat zinc ores by
the natural gas process recently
discovered. The plant will be
located in the natural gas belt on
the C. P. R., either at Medicine
Hat or Dunmore Junction.

Details have just been pub-
lished of the largest dirigible yet
planned, which Japan is now
building. It will be rigid and
will have a length of 600 feet
and a diameter of a little over 50
feet. It will be equipped with
six 120 horsepower motors, and
is expected to make thirty miles
an hour in a forty-mile wind, and
even to be able to go fifty-five
miles an hour in a sixty-mile
hurricane. Over a huge metal
skeleton the outer covering of
the fabric will be placed. It will
contain sufficient gas to lift 525
tons, and could, if necessary,
carry at least twenty tons of ben-
zine for its engines.

Local and Personal

J. G. Williams, the Round lake
rancher, is spending a few days
in town.

H. W. Donaldson, lately fore-
man at the Silver Cup, has gone
to Victoria.

H. V. Cook and James Hillerby
left for Prince Rupert on the
Kit-ex-chen.

Mr. and Mrs. Martin, of Mis-
sion Point, left on Wednesday
for a trip to Vancouver.

J. S. Brown, of Vancouver, who
was a business visitor in Hazel-
ton, left for home on Monday.

H. P. Jones, accompanied by
his son and daughter, left on
Wednesday for a trip to the coast.

W. R. Watson, the West Fran-
cois pioneer, came in on Monday
on his semi-annual visit to town.

John Dorsey has made a rapid
recovery from his recent serious
illness, and is again about town.

Carr Bros.' teams are busy
transferring to Telkwa the stock
for Adams' new drug store in
that town.

R. McK. Pardee, one of the G.
T. P. resident engineers, was a
passenger for the coast on Wed-
nesday morning.

Mrs. Frizzell, who has been
visiting friends in Hazelton, re-
turned on Wednesday to her home
in Prince Rupert.

The Hazelton Conservative
association held a well-attended
meeting on Monday night. Rou-
tine business was transacted.

J. W. McAvoy was a passenger
on the Kit-ex-chen on Wednesday
bound for his home in Toronto,
where he will spend the winter.

W. H. Larmer, whose duties as
fire warden for the district ended
for the season last Saturday, is
now to be found behind the desk
at the Hazelton hotel.

On Wednesday W. R. Ellison,
the Ootsa lake road foreman,
started home with a load of sup-
plies. His wagon will be the
first over the new road to Fran-
cois lake.

F. C. Elliott, of Victoria, who
spent several weeks in this vicin-
ity, inspecting mineral prop-
erties and lands in which he is in-
terested, left for the capital on
Wednesday.

J. K. Ashman is in from his
coal camp in the Bulkley valley.
He reports that Jack Ashman,
who remains on the claims, is in-
capacitated by rheumatism.

J. S. Cline returned from the
Silver Pick on Thursday. An-
other promising galena vein has
been uncovered, below the one
on which the ore was recently
encountered.

Owing to the unusually low
stage of the water, it was found
necessary to send the mail down
the river in canoes this week.
The first left on Monday morn-
ing, two more following on Wed-
nesday. Contractor Beirnes ex-
pects up-river mails to arrive to-
morrow.

The Albanian Trouble

(Continued from page 2)

chequer. The mountaineer is
fighting, unsupported, for his
national cause, his language, his
religion, and the tribal customs
which are the essence of the
spirit of his race. Nationality is
no longer the word of potent
magic in this country which it
used to be; but however much we
may question the claims of this
race or that to national individ-
uality, we cannot but admit it in
the Albanians' case, whose blood
has been unmixed with that of
us other Europeans since our an-
cestors chased his into their last
refuge in Albania and the Pyre-
nees. However much we may
doubt, nowadays, the practical
benefits of autonomy, we can
scarcely doubt it in the case of a
race whose character is wholly
composed of intolerance of domi-
nation, whose single want is a
good fight now and then, and
who are quite content to be left
to fight each other undisturbed.
As between the mountaineer and
the flabby person, it seems
natural to take sides with the
mountaineer.

Men's Rubbers

Men's Rubbers	- -	1.25	per pair
" 1 buckle Rubbers		2.25	" "
" 2 " " "		3.00	" "
" 1 " Overshoes		2.25	" "
" 2 " " "		2.75	" "

Hudson's Bay Company

Omineca Hotel

Hazelton

This hotel is headquarters for all mining and commercial men
visiting Omineca district.

Good Sample Rooms Baths and Barber Shop Hot and Cold Water

People desiring to visit Bulkley Valley and points south may
travel by the Bulkley Valley Stage, which leaves this hotel for Alder-
mere and Telkwa every Tuesday and Friday.

J. C. K. Sealy, Prop.

MEN'S WEAR

that gives Satisfaction,
and Reliable

Boots and Shoes

are Specialties at

LARKWORTHY'S STORES

Hazelton and Sealey

J. F. Macdonald Furniture Dealer Hazelton, B.C.

As our stock is insufficient to carry us through the
winter, we have decided to offer our goods at

Reduced Prices

while they last. We have a large assortment to select from, and would
advise you to select your winter's House Furnishings while procurable.
Come and inspect our goods, we guarantee our customers' satisfaction

J. F. Macdonald Furniture Dealer

INTERIOR FORWARDING & EXPRESS CO.

HAZELTON, B. C.

Stage leaves every Friday and every Tuesday morning
at 8 o'clock for Aldermere and Telkwa. Returning,
leaves Aldermere and Telkwa Tuesday and Friday
arriving here Wednesday and Saturday at noon.
Horses for hire for private parties.

Horses, Oats, Wheat and Bran for sale.

E. E. Charleson, Manager

Quality Right

SARGENT'S TELKWA STORE

Prices Right

Having two freight outfits bringing freight to our Telkwa Store, we are enabled to carry a full stock

A well assorted and complete
stock of General Merchandise
including every requirement of
prospector, miner and rancher.

Buying in carload lots, we can
sell the best goods at ordinary
prices. Years of experience in
this district enables us to antici-
pate the needs of all classes, and
we can supply everything you
need.

Care is taken in filling mail
and telegraphic orders and in
packing goods for shipment by
river, road or trail.

R. S. SARGENT

Telkwa

Hazelton

The Omineca Miner \$2 a year

The Hub of the Hazelton District of British Columbia
On the Main line of the Grand Trunk Pacific
REGISTERED TOWNSITE
The Prosperity of Every Great City is Due to its Geographical Location

NEW HAZELTON

The most important Townsite! The most talked of Townsite on the line of the Grand Trunk Pacific Railway
THE SPOKANE OF CANADA ————— THE SPOKANE OF CANADA

New Hazelton Townsite Section 1

Now being offered for sale is NOT A GRAND TRUNK PACIFIC PROMOTION TOWNSITE. NEW HAZELTON Townsite was selected by the experts of a syndicate of successful men as the geographical location for a big city. They bought the land, realizing the wonderful resources of the HAZELTON DISTRICT, THE MINES, THE DISTRIBUTING CENTRE FOR HUNDREDS OF MILES, and many other reasons.

We ask you to investigate in your own way all of the statements in this advertisement. Should you join us by buying lots you will know that your investment is guarded by every means known to human foresight, and the judgment of a body of successful men known to you all.

Your profits should eclipse the story of Edmonton, Calgary, Regina, Moose Jaw or Prince Rupert.

DON'T BE CLASSED AMONG THE FAILURES WHO WILL SAY, "I WISH I HAD KNOWN." DON'T STAND IDLY BY AND SEE YOUR NEIGHBORS REAP THE PROFITS ON REAL ESTATE WHILE YOU REAP NOTHING BUT YOUR SALARY. PUT YOUR SAVINGS TO WORK IN THAT SURE COMING CITY—NEW HAZELTON.

NEW HAZELTON is out of the damp belt, and many people who spend the whole year in the district say the winters are not severe—plenty of sunshine and dry air.

Takeh from Official Bulletin, B.C., No. xxii, Page xxiii:—

"On the Upper Skeena, about a distance of 50 miles, there are large tracts of land on both sides of the river, which, as far as soil and climatic conditions are concerned, I would consider ideal for successful growing of fruit as well as for other branches of agriculture. Potatoes, and all garden produce, grow to perfection."

HAVE YOU CONFIDENCE OF MERCHANTS ON THE GROUND?

MANY LOTS ALREADY PURCHASED BY THE KEENEST BUSINESS MEN OF HAZELTON (OLD TOWN). YOU CAN SAFELY FOLLOW THE JUDGMENT OF SUCH MEN.

NEW HAZELTON should be the centre of a busy population of thousands within a year. Why not? During the past year there was an average of over two new towns created in the Canadian West every week. We are all here to share in this most wonderful prosperity. We offer you an opportunity to participate in the progress of the best town for investment on the line of the Grand Trunk Pacific.

NEW HAZELTON RAILROADS OPEN NEW COUNTRY.

Railroads have been the great feature in the growth of Western Canada.

NEW HAZELTON, located on the Grand Trunk Pacific Railroad is attracting the attention of the whole world, as all important towns do on the main line of the Grand Trunk Pacific Railroad.

Stores are going up. Newspaper plant about to move on the Townsite. Two or three General Merchandise Stores, Drug Store, Bank, Restaurants, and in fact many lines of trade are now arranging to open in NEW HAZELTON, SECTION ONE. Activity is in that part of the Townsite known as Section One.

INVESTMENTS

Made in towns with the

**Right Kind of Country
Right Kind of Resources
Right Kind of People**

Will surely be big paying investments. This is the kind of town you find at

NEW HAZELTON, B.C.

The story of NEW HAZELTON is well known to the public. It is a Townsite being offered to the public by successful business men. THERE IS POSITIVELY NO RAILROAD COMPANY OR TOWNSITE PROMOTER FINANCIALLY INTERESTED IN THE LAND. The owners have undertaken to make NEW HAZELTON a city of importance in British Columbia. NEW HAZELTON promises to be the most profitable city to the Grand Trunk Pacific along its main lines.

Pay Office Completed

Supt. Sheppard, of Foley, Welch & Stewart has wired Prince Rupert office to move everything AT ONCE.

Union Bank of Canada will open a branch in NEW HAZELTON. Sectional building and supplies en route for new branch.

NEW HAZELTON, the hub of the Hazelton District, will be the natural headquarters for what promises to be the MOST ACTIVE AND SENSATIONAL NEW CITY in the fastest growing part of the world today on account of the wonderful Lead and Zinc Mines, the Groundhog Mountain Coal Fields, the vast agricultural country tributary to the coming principal city in British Columbia on the Grand Trunk Pacific Railroad.

The Grand Trunk Pacific Railroad is now running regular trains over 100 miles out of Prince Rupert. The G. T. P. Officials, and also the G. T. P. Contractors, say that the railroad should be running to Mile 164 this winter, and will reach NEW HAZELTON next summer. Grading is now under way as far along the line as 80 miles east of NEW HAZELTON. The grading is about finished from Prince Rupert to NEW HAZELTON. Many mines are getting ready to ship ore. Some of the mines being developed are: Silver Cup, American Boy, Silver Standard, Sunrise and Sunset, Lead King, Erie, Babine. Most of the ore in NEW HAZELTON mines is high grade Silver-Lead, similar to ore in the Slocan District in East Kootenay, B.C., and similar to some ores found at Leadville, Colo.

**Buy Lots
Terms Are Easy**

Look them over again, and think of this money-making investment.

Out of City Investors

Can reserve one or more Lots by wire or letter. State price of Lots and number required, and we will make the best available reservation for you.

REMEMBER NEW HAZELTON IS NOT A GIFT TOWNSITE, AND WHEN YOU BUY A LOT IN IT YOU ARE INVESTING YOUR MONEY ON THE BUSINESS JUDGMENT OF THE MOST SUCCESSFUL MEN IN BRITISH COLUMBIA.

NEW HAZELTON Townsite had over a QUARTER OF A MILLION DOLLARS INVESTED by a few business men before the Lots were offered for sale. NEW HAZELTON is a Business Man's Townsite. All the G. T. P. and local history was carefully considered. The Engineers' Reports as to grades, opportunities for Side Tracks necessary to handle the thousands of freight cars were examined. Then they invested in NEW HAZELTON. They paid in Cash for NEW HAZELTON and nearby lands over TWO HUNDRED AND FIFTY THOUSAND DOLLARS.

That is a wonderful sonnet written by John J. Ingalls on the subject of Opportunity, but the real fact is Opportunity does not knock once on each man's door. Opportunity plays a continual anvil on every man's portals—but of course, if he is knocking at the time he will not hear Opportunity when she knocks.

New Hazelton

Where the Grand Trunk Pacific Railroad has Sixty Acres of right-of-way and track grounds.

NEW HAZELTON is reported by Engineers to be the only available spot in the Skeena or Bulkley Valleys for many miles each way where it would be possible to have Railroad Yards large enough to handle the Hazelton District's business.

NEW HAZELTON affords a long, nearly level, stretch of land suitable for Immense Yards, which will be required to handle the thousands of cars of ore and coal that will be shipped from the mines in the Hazelton District.

The G. T. P.

CAPITAL of Grand Trunk Railway and the Grand Trunk Railway Systems, \$447,898,932.

Over 50,000 Stockholders, G. T. and G. T. P. Millions of people boost for Grand Trunk Pacific Townsites.

Maximum grade of G. T. P. is 21 feet to the mile, one-fifth of any other Transcontinental Railroad in Canada or the United States.

NEW HAZELTON is the Town that everybody is talking about, and there are no two opinions as to its opportunities for investments.

NEW HAZELTON is situated near the junction of the Skeena and Bulkley Valleys.

THE NORTHERN INTERIOR LAND CO., LTD., PAID CASH FOR AND OWN (SECTION ONE) NEW HAZELTON TOWNSITE AND GUARANTEE TO DELIVER TO PURCHASERS OF LOTS AN INDEFEASIBLE TITLE UPON RECEIPT OF FINAL PAYMENT.

ADDRESS ALL CORRESPONDENCE TO

Northern Interior Land Co., Ltd.

Prince Rupert, B.C.

P. O. Box 1515

Prince Rupert Agent for Sale of Lots

Jeremiah H. Kugler, Ltd.

Second Avenue between Fifth and Sixth Sts.

Hazelton Agent for Sale of Lots

W. Kennedy

It is important for you to know

that I have stock and appliances to turn out all kinds of CARRIAGE WORK, special Sleighs, Wagon and Sleigh Brakes, Etc.

C. F. WILLIS

General Blacksmith
Repairing Job Work
Horseshoeing a Specialty
HAZELTON, B. C.

Fifty-one Bunks of Solid Comfort

Clean Beds, Clean Bunks,
Tobaccos, Cigars, Candies,
Nuts, Soft Drinks, Fruits in
Season, etc., etc. :: ::

The Grand

Opposite Hazelton Hotel
Ferguson & Steele
Proprietors

A. Chisholm

General Hardware
Builders' Material
Miners' Supplies
Hazelton, B. C.

Why Buy a Ready-Made Mackinaw Suit when you can buy a

Tailor-Made Mackinaw Suit at \$14

The best Mackinaw manufactured

Anger the Tailor

Hazelton, B. C.

JOIN ONE OF OUR SUIT CLUBS

You may get a \$20 Suit for \$2 or \$3
Drawing Takes Place Every Saturday Night

Noel & Rock

Hazelton, B. C.

For Sale

320 Acres of Land Locally Known as
The Hart Cullen Ranch.
In Kispix Valley Terms Easy
Price \$10 Per Acre

H. Coppock, Hazelton

Draying

All orders promptly and carefully executed

E. C. Stephens

Leave your orders at C. F. Willis' Blacksmith Shop

NEWS FROM GROUNDHOG

Latest Arrivals from Big Coalfield Tell of Season's Doings and Future Plans

EXTENSIONS ARE LOCATED

Season's Work Results in Widening Known Area of Coal-bearing Formation—Jackson's Company Makes Plans for Extensive Development Next Year

Frank Jackson, locator of the Groundhog coal claims owned by B. C. Anthracite Coal company, and superintendent for that corporation, returned on Thursday evening from a hurried trip to the coalfield, whither he went to bring out the survey party which has been running the lines of his company's claims. He also brought out three of his own crew, leaving a couple of men to work during the winter, getting out timber for the tunnels it is intended to run on several of the seams which have been prospected this season. Additional accommodation will be provided, in view of the increased number of men which will be engaged next spring. Mr. Jackson intends to leave for Vancouver within a few days, to perfect the plans for next season's work. He intends to go in over the snow in March, taking a large crew of miners and the necessary outfit and supplies, including two coal drills.

West Extension of Coal Field
A. F. Kobes has returned from Groundhog mountain, where he succeeded in securing valuable coal claims, having discovered and located an important extension on the west of the field. Those who have seen the showings on this ground say the exposures indicate large seams of good coal. Angus Beaton, who spent a part of the season in the district with Mr. Kobes, came out three weeks earlier. He is most enthusiastic in his opinion of the coal prospects.

An Eastern Extension
Fred Hasler, who has spent a month in the Groundhog district, returned to town on Thursday. He prospected in the eastern extension of the coal field, and found the surface croppings of seams carrying the same character of coal as that on the properties of the large companies which are developing claims in the older portion of the district.

Campbell-Johnson Coming Out
R. C. Campbell-Johnson, the engineer in charge of the Groundhog properties of the Anthracite Coal Syndicate, of Quebec, is on his way to Hazelton, and is expected to arrive next week.

Surveyor Returns
Among the recent arrivals from the Groundhog coal field was A. P. Augustine, the provincial land surveyor, who returned to Hazelton on Sunday, having completed his season's work in the northern camp. In the spring, he took a party of eleven men to the mountain, and during the summer surveyed forty claims for the B. C. Anthracite Coal Co., a subsidiary incorporation of the National Finance Co., of Vancouver. The company has other claims awaiting survey. In common with all others who have seen the coal showings on Groundhog, Mr. Augustine is impressed with the character and extent of the field, and predicts much activity next season, when the companies owning the various groups of coal claims will have large crews of men engaged in development work. Yesterday Mr. Augustine went up the Bulkley valley, where he will spend several weeks in surveying before returning to do some work in the vicinity of Hazelton.

John Blume Seriously Ill
John Blume, who has been engaged in prospecting in the Groundhog district since early

spring, is lying seriously ill at the fourth telegraph cabin, to which point he was removed in a canoe a few days ago. A fortnight ago Johnny, who had been working hard without taking proper rest, was seized with what appeared to be enteric fever, and as his condition became worse and no means for treatment were at hand, his companions decided to take him to the nearest point on the telegraph line, where he is now being given every care possible in the circumstances. On word being wired to Hazelton, Dr. McLean of the Hospital-staff immediately left on horseback for the fourth cabin, accompanied by Angus McLean as guide. They had reached the third cabin yesterday morning, and are expected at the fourth today. At last accounts the patient was apparently in a precarious condition.

Local and Personal

J. W. Austin will go to Prince Rupert for the winter.

The Kit-ex-chen sailed for Newtown on Wednesday.

Thomas Railson returned from Red Mountain on Thursday.

Mr. and Mrs. F. A. Dewar were visitors in Sealey Tuesday.

J. S. Hicks left on Thursday for Francois lake where, he will spend the winter.

The recent rains are driving the prospectors in from the hills, and many specimens from recent finds are to be seen.

E. R. Cox, manager of the local office of the Yukon telegraphs, returned on Thursday from a vacation trip to the coast.

It is now authoritatively stated that the Nine-mile road will be in condition for use as a sleighroad before the two crews are discharged.

G. A. Rosenthal, who sustained a severe injury to his left eye a couple of weeks ago will probably recover the sight of the injured optic within a few weeks.

Owing to unavoidable delays in collecting the ballot boxes from outlying polling places, Returning Officer Dawson has postponed the date of the official count for a week, so that complete returns for Comox-Atlin will not be available for some days.

FOR SALE

A copy of the latest edition of "The Americans," compiled by the Scientific American Company, comprising 16 volumes, price \$175.00, has been placed in our hands for sale. Full particulars obtainable at our office.
R. Cunningham & Son, Ltd.

LIQUOR LICENCE APPLICATION NOTICE

NOTICE is hereby given that, on the fifteenth day of November next, application will be made to the Superintendent of Provincial Police for a renewal of the hotel licence to sell liquor by retail in the hotel known as the Ingineca Hotel, situate at Hazelton, in the Province of British Columbia.
Dated this 7th day of October, 1911.
McDONELL & McAFEE.

LIQUOR LICENCE APPLICATION NOTICE

NOTICE is hereby given that, on the fifteenth day of November next, application will be made to the Superintendent of Provincial Police for a renewal of the hotel licence to sell liquor by retail in the hotel known as the Omineca Hotel, situate at Hazelton, in the Province of British Columbia.
Dated this 7th day of October, 1911.
JOHN C. K. SEALY.

LIQUOR LICENCE APPLICATION NOTICE

NOTICE is hereby given that, on the fifteenth day of November next, application will be made to the Superintendent of Provincial Police for a renewal of the licence for the sale of liquors by wholesale in and upon the premises known as the Hudson's Bay Company's store, situate at Hazelton, B. C., upon the lands described as lots 6 and 7, Hazelton township.
Dated this 7th day of October, 1911.
J. C. BOYD, Applicant.

LIQUOR ACT, 1910 (Section 49)

NOTICE is hereby given that, on the fifteenth day of November next, application will be made to the Superintendent of Provincial Police for the transfer of the licence for the sale of liquor by retail in and upon the premises known as the New Telkwa Hotel, situate at Telkwa, British Columbia, from W. S. McDonnell to George Henry McDonnell, of British Columbia.
Dated this 7th day of October, 1911.
W. S. McDONNELL, (Deceased)
Holder of Licence.
R. J. McDONNELL, Executor.
GEORGE HENRY McDONNELL,
Applicant for Transfer.

LIQUOR ACT, 1910 (Section 42)

NOTICE is hereby given that, on the fifteenth day of November next, application will be made to the Superintendent of Provincial Police for a renewal of the hotel licence to sell liquor by retail in the hotel known as the New Telkwa Hotel, situate at Telkwa, in the Province of British Columbia.
Dated this 7th day of October, 1911.
GEORGE HENRY McDONNELL,
Applicant.

LAND NOTICES

Omineca Land District—District of Coast, Range V.

Take notice that Hugh McKay, of Hazelton, B. C., contractor intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the north-west corner of Lot 913, Coast Range V, thence north 80 chains, thence east 40 chains, thence south 80 chains, thence west 40 chains to point of commencement and containing 320 acres more or less.
Hugh McKay,
August 21, 1911.

Omineca Land District. District of Cassiar.

Take notice that Thomas Hurley, of Hazelton, miner, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the n.-e. corner of lot 811, Cassiar, thence north 80 chains, east 80 chains, south 80 chains, west 80 chains to point of commencement, containing 640 acres.
Sept. 7, 1911. Thomas Hurley.

Omineca Land District. District of Cassiar.

Take notice that Angus J. Chisholm, of Aldermere, farmer, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the s.-e. corner of lot 811, Cassiar, thence north 80 chains, east 80 chains, south 80 chains, west 80 chains to point of commencement, containing 640 acres.
Sept. 7, 1911. Angus J. Chisholm.

Omineca Land District. District of Cassiar.

Take notice that Alexander Chisholm, of Aldermere, farmer, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the s.-e. corner of lot 813, Cassiar, thence north 80 chains, east 80 chains, south 80 chains, west 80 chains to point of commencement, containing 640 acres.
Sept. 7, 1911. Alexander Chisholm.

WATER NOTICE

I, Daniel A. Harris, of Hazelton, B. C., by occupation a miner, give notice that I intend, on the 21st day of November next, at eleven o'clock in the forenoon, to apply to the Water Commissioner at his office at Hazelton, B. C., for a licence to take and use 20 cubic feet of water per second from Robson lake, Two Mile creek, a tributary of the Bulkley river.

The water will be used on the American Boy Group of mining claims for milling and mining purposes.
(Signature) Daniel A. Harris.
Dated this 20th day of September, 1911.

WATER NOTICE

We, Charles Monroe, Free Miner's Certificate No. B20996, and Thomas Harrison, Free Miner's Certificate No. 20997, give notice that we intend, on the fourteenth day of November next, at eleven o'clock in the forenoon, to apply to the Water Commissioner at his office at Hazelton, B. C., for a licence to take and use five and six-tenths cubic feet of water per second from Canyon creek, a tributary of Fall river.

The water will be used on the hydraulic lease situated on the left bank of Quartz creek, two and a half miles from its junction with Fall river, for placer mining purposes.
CHARLES MONROE,
THOMAS HARRISON.

Dated this 22nd day of September, 1911.

"PUBLIC INQUIRIES ACT"

His Honour the Lieutenant-Governor in Council has been pleased to appoint the Honourable Albert Edward McPhillips, K. C., President of the Executive Council; the Honourable Price Ellison, Minister of Finance; Charles Henry Lugin, of the City of Victoria, Esquire; and William Harold Malkin, of the City of Vancouver, Esquire, to be Commissioners under the "Public Inquiries Act" for the purpose of enquiring into and reporting upon the operation of the "Assessment Act, 1903," with respect to its practical bearings on the financial requirements of the Province.

The said Commissioners will hold their meetings on the dates and at the places mentioned hereunder, namely:
Victoria, at the Executive Council Chamber, Parliament Buildings.
Monday and Tuesday, 25th and 26th September at 10 a.m. At the Court-house or the Government Office at the following places:—
Nanaimo, Wednesday and Thursday, 27th and 28th September.
Vancouver, Friday and Saturday, 29th and 30th September.
New Westminster, Monday, 2nd October.
Revelstoke, Wednesday, 4th October.
Golden, Thursday, 5th October.
Cranbrook, Saturday, 7th October.
Fernie, Monday, 9th October.
Nelson, Wednesday, 11th October.
Rossland, Thursday, 12th October.
Grand Forks, Friday, 13th October.
Princeton, Saturday, 14th October.
Merritt, Monday, 16th October.
Kamloops, Tuesday, 17th October.
Summerland, Thursday, 19th October.
Penticton, Friday, 20th October.
Kelowna, Saturday, 21st October.
Vernon, Monday, 23rd October.

It is requested that all persons who are interested in the matter aforesaid, and who desire to be heard, will not fail to be present at the meetings of the Commissioners.

PRICE ELLISON,

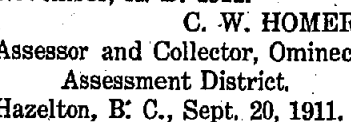
Chairman.
Treasury Department,
18th September, 1911.



SALE OF LANDS FOR UNPAID DELINQUENT TAXES IN THE OMINECA ASSESSMENT DISTRICT, PROVINCE OF BRITISH COLUMBIA.

I HEREBY GIVE NOTICE that the above sale is postponed until Thursday, the sixteenth day of November, A. D. 1911.

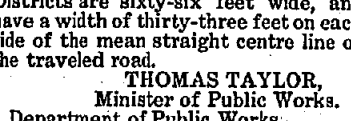
C. W. HOMER,
Assessor and Collector, Omineca Assessment District.
Hazelton, B. C., Sept. 20, 1911.



PUBLIC HIGHWAYS

PROVINCE OF BRITISH COLUMBIA
NOTICE is hereby given that all Public Highways in unorganized Districts, and all Main Trunk Roads in organized Districts are sixty-six feet wide, and have a width of thirty-three feet on each side of the mean straight centre line of the traveled road.

THOMAS TAYLOR,
Minister of Public Works.
Department of Public Works,
Victoria, B. C., July 7th, 1911.



CANCELLATION OF RESERVE.

NOTICE is hereby given that the reserves existing over vacant Crown lands in Ranges 4 and 5, Coast District, notices of which, bearing dates of May 5th, 1910 and May 25th, 1910, respectively, were published in the issues of the British Columbia Gazette of May 5th and May 25th, 1910, are cancelled in so far as the same relate to lands surveyed as Lots 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 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1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1

HAVE STARTED WORK

Harris Mines, Limited, Commences Development on American Boy Group.

On the American Boy group, operated by the Harris Mines, Limited, Superintendent D. A. Harris has a crew of five men engaged in preliminary work. In preparation for the actual work of mining, additional cabins are being built, and a trail is being constructed to connect the property with the Nine-mile wagon road, which will give better means of access to the group.

It is expected that the preparatory work will be finished by the end of next week, when development will be resumed. Sinking will be continued on number three vein, in the Eagle shaft, now 27 feet deep with eighteen inches of high grade galena in the bottom.

A tunnel will be run on number two vein, on the American Boy, to give 120 feet of depth on an ore shoot which has been stripped for a length of sixty feet, and which, on the surface, assays \$92 in all values. Assays running up to 422 ounces of silver and 60 per cent lead have been obtained from this lead.

Bornite on Driftwood

A big surface showing of bornite is reported to have been found at the head of Driftwood creek, sixty miles east of Hazelton and fifteen miles from the railway. A group of fourteen claims has been staked by H. Gilmour, Angus Chisholm and T. Herlihy. Four of the claims are on the main lead, which is said to show a width of eight feet where stripped, and to carry peacock copper assaying over \$100 a ton. Specimens of the ore were brought in during the week.

Memorial To Simon Fraser

New Westminster, Oct. 5:—Lieutenant-governor Paterson yesterday unveiled the memorial bust of Simon Fraser, pioneer and explorer of the river which bears his name. The Native Sons of British Columbia and other local patriotic societies have been engaged for two years in raising funds and erecting the memorial, which is artistic and appropriate.

Tait's New Position

Ottawa, Oct. 5:—Chairman Parent of the Transcontinental railway commission, is expected to resign shortly. It is reported that Sir Thomas Tait, of the C. P. R., will be his successor.

May Settle Strike

Fernie, Oct. 6:—President White, of the United Mine Workers of America, is here from Indianapolis. He will make an effort to secure a settlement of the coal strike.

The Police Calendar

The police continue their campaign against the illicit sellers of liquor, and during the last week succeeded in securing convictions in three cases. Three Indians were convicted of drunkenness, and in two of the cases the suppliers were also punished. One of the Indians was Walter Gaal, better known as "Big Louis," chief of the Kispix Indians, who was fined \$50 and costs, while Charles Martin, the Hazelton Indian who supplied him with liquor, was mulcted in the sum of \$300 and costs. Ole Sandberg, another supplier, was fined \$100 and costs.

The Seattle-to-Hazelton motor trip occasioned a good deal of speculation throughout the district. In Hazelton there was a large pool on the time of arrival.

BACK FROM INGINECA

Pioneer Prospectors of McConnell Creek Return from Northern Placer Camp.

Peter and Chris Jensen, discoverers of the McConnell creek placers in the Ingeca district, have completed their season's work in that part of the country, and returned to Hazelton on Monday. They went in with dog teams in the early spring, following the winter trail which goes by the upper Skeena and Bear lake. During the summer they did considerable prospecting on the Ingeca and its tributaries, postponing the resumption of work on the shaft which is intended to reach bedrock on McConnell creek until better transportation facilities allow the pumping and sinking plant to be taken in. They are reticent as to the result of their season's prospecting, but are confident the district has a good future before it.

Since the rush which followed the discovery of gold on McConnell creek in 1908 not many miners have made the 240-mile trip to the Ingeca, most of them preferring to devote their time to prospecting in the quartz district tributary to Hazelton; but many are keeping their eyes on the northern district, and not a man who has been on the Ingeca would be surprised to learn of a big placer strike in that district. The Jensens are likely to be the first men to discover big pay on the Ingeca or upper Findlay.

Local and Personal

J. R. Nelson and J. R. Kelly, of Ootsa lake, came in yesterday.

Miss Ethel McCumber gives a whist party tonight, in honor of Miss Morison, of Port Essington.

The steamer Port Simpson arrived at noon today, and will leave for end of steel at seven a. m. tomorrow.

It is reported that fifty cars of freight are at Newtown, awaiting shipment to Hazelton and Skeena points.

Two warehouses are being built near the telegraph office, for the use of J. Mason Adams and McDougall & Tate.

S. F. Calkins, a member of the provincial police from Prince Rupert, joined the local force during the week.

The gentleman who took the wrong raincoat from the Hazelton cloakroom on the night of the banquet is requested to return it to the postoffice and receive his own.

George S. Walker, a Vancouver man who owns land on Francois lake, returned on Thursday, greatly impressed with what he saw and learned of the country during a brief stay.

Heavy traffic is cutting the roadbed in places between Hazelton and Twenty-mile, emphasizing the necessity for dressing the surface of the road with gravel or crushed rock.

Taking the ballot boxes from the polling places of Omineca district, for transportation to the returning officer at Prince Rupert,

T. N. Heslip left for the end of steel on the Kit-ex-chen on Wednesday. He will remain at Newtown for a short time to arrange the shipment to Hazelton of freight for J. Mason Adams.

The first canoe of the season left for the "salt chuck" on Sunday, with Peter Robinson as captain. The passengers were John Huderle, G. W. Otterson and Harry Walker, of Omineca river, Franklin, their cook, and J. R. Mason, the insurance adjuster.

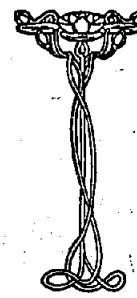
E. J. Koney, operator in the Hazelton office of the Yukon telegraphs during the absence of Manager Cox, will leave for the south in a few days. He has accepted a position with the United Press, which is opening a chain of offices in the Central American republics.

C. W. Calhoun walked up from the end of steel, arriving on Thursday afternoon. He states the grade is in excellent condition for use as a road, and suggests the advisability of establishing a stage service between Newtown and Hazelton. Mr. Calhoun has been at the Goose Bay mining camp, on Observatory Inlet, for several weeks, attending to his mining interests there.

After completing the southern section of the telegraph line to Stewart, J. A. Thorne, formerly line foreman here, returned to town on Wednesday, accompanied by Wm. Blackstock, who had charge of the work on the northern section. Mr. Thorne reports that the trail from Kitsumkalum to Stewart is quite practicable, although the country traversed between the Naas valley and Portland Canal is of the roughest description, there being a great many slides to cross. In a few days he will leave with a small crew to make the fall repairs on the telegraph line to Prince Rupert, proceeding down the river in a canoe.

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Real Estate and Mines



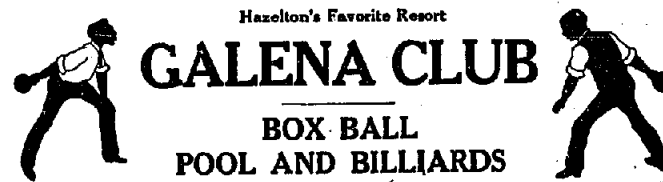
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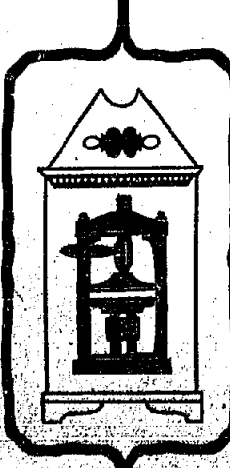


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